

Cade Harris

From: Barry Gibbs
Sent: Monday, August 08, 2016 1:21 PM
To: Cade Harris
Subject: FW: Phone Message
Attachments: HPSCANNER0428.pdf

From: Scott Engelmann
Sent: Tuesday, May 10, 2016 11:47 AM
To: Lynch, Robin
Cc: Barry Gibbs; Travis Wootton
Subject: RE: Phone Message

Robin, attached is the B-North Haul Road Plan and Profile showing the drop structure and location along the haul road. Note that the drop structure shown on the right side of the haul road (looking north) was not installed. I will also send you a scanned copy of the approval letter approving the entire package that included these particular items.

From: Lynch, Robin
Sent: Tuesday, May 10, 2016 11:38 AM
To: Scott Engelmann
Subject: Re: Phone Message

I will need to see the Permit No. 11D Area B As-Built Construction Plans from 1995 that you mentioned.

Thanks

On Tue, May 10, 2016 at 11:11 AM, Lynch, Robin

> wrote:

The design plans that he sent me were from 1993, I have attached them to this email and these are the same ones that you and I looked at in your office last week. One set shows plans for a typical drop structure on the B-North Haul Road and the other is the plan and profile of the B-North haul road, the B-North haul road plan and profile does not show any drop structure between Pond J and the Bridge going over LaParita creek.

I've looked both documents over and have yet to find any mention of the where the drop structure is to be located. That is what I'm having trouble with, shouldn't the locations of any drop structures be shown on the plan and profile drawing or was this drop structure just built because they had a problem with runoff from the B-North Haul road. As you and I discussed it's a bad place for a drop structure without room for a supporting structure to hold the sediment.

So here's my question to you, I have no doubt that the drop structures installed were designed for somewhere on the B-North Haul road, but does a drop structures location on a primary road have to be shown on a map or can the mining company just put one in where they see the need as long as it is built to a typical design, or is there an

approval letter somewhere granting them permission to install the drop structure where it is installed?

On Tue, May 10, 2016 at 9:51 AM, Scott Engelmann

wrote:

Good morning Robin. I just got out of a meeting and listened to your message. I have another meeting in a few minutes so can't talk right now. I visited with Barry about the design plans for the BN-2 Drop Structure and he said he sent a scanned copy to you a while back. I can have him send another one if you don't have it, just let me know. I will try to give you a call sometime after lunch, as this next meeting is scheduled for a couple of hours.

--

Robin L. Lynch

Surface Mining Reclamation Specialist
U.S. Department of Interior
Office of Surface Mining Reclamation and Enforcement
Tulsa, Oklahoma Field Office
Email: rlynch@osmre.gov
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Robin L. Lynch

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Cade Harris

From: Barry Gibbs
Sent: Monday, August 08, 2016 1:23 PM
To: Cade Harris
Subject: FW: San Miguel B-North Haul Road
Attachments: HPSCANNER0394.pdf; HPSCANNER0395.pdf

From: Barry Gibbs
Sent: Thursday, April 14, 2016 8:59 AM
To: 'Lynch, Robin'
Cc: Scott Engelmann
Subject: RE: San Miguel B-North Haul Road

Robin,

I have attached copies of the road design and a typical design for drop structures associated with the road. The road and associated structures were approved as a part of the SMLM III permit renewal/revision.

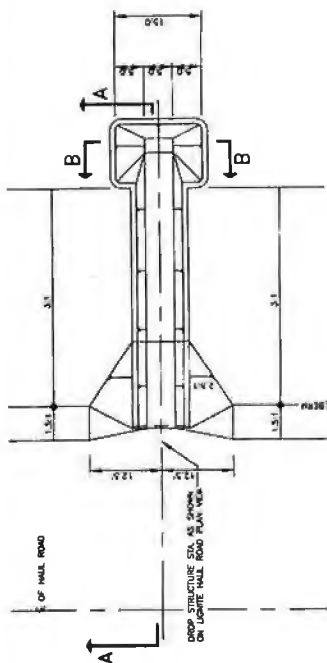
Thanks,

Barry Gibbs
Nautral Resources Specialist
Surface Mining and Reclamation Division
Railroad Commission of Texas
O: (512) 305-8816
C: (512) 678-6102
F: (512) 463-6709



SUPERELEVATION TABLE

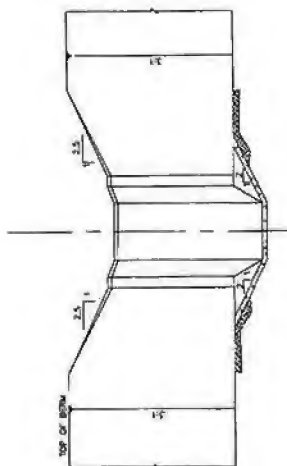
RANGE STATION (TRANSITION IN)	SUPERELEVATION STATION	RANGE STATION (TRANSITION OUT)	CROWN SLIP (PERCENT)
288+48.66 TO 290+24.66	290+24.66 TO 300+44.14	300+44.14 TO 304+97.54	2.0%
300+44.14 TO 304+97.54	304+97.54 TO 308+48.66	308+48.66 TO 312+99.99	2.0%
312+99.99 TO 317+50.00	317+50.00 TO 322+00.00	322+00.00 TO 326+50.00	2.0%



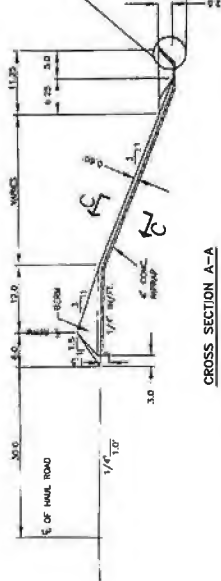
TYPICAL
DROP STRUCTURE
PLAN VIEW
SCALE: 1" = 10'



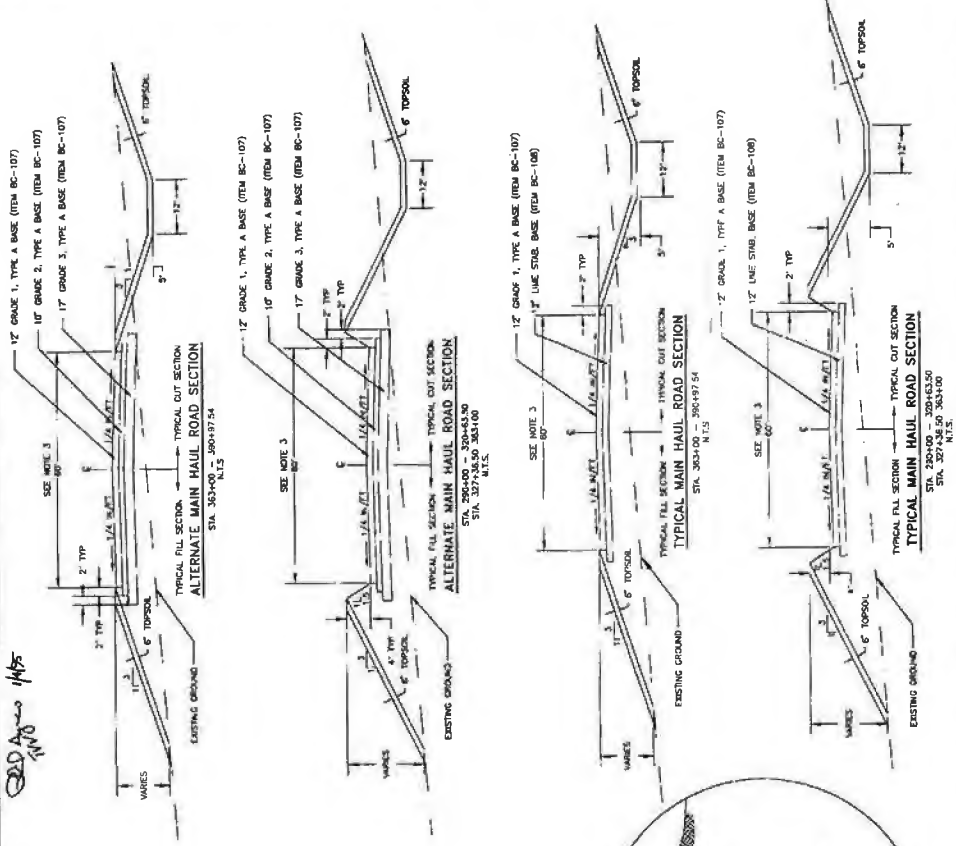
CROSS SECTION C-C
SCALE: 1" = 5'



CROSS SECTION B-B
SCALE: 1" = 5'



CROSS SECTION A-A
SCALE: 1" = 10'



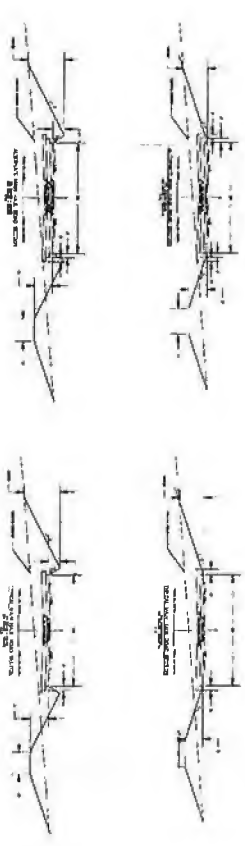
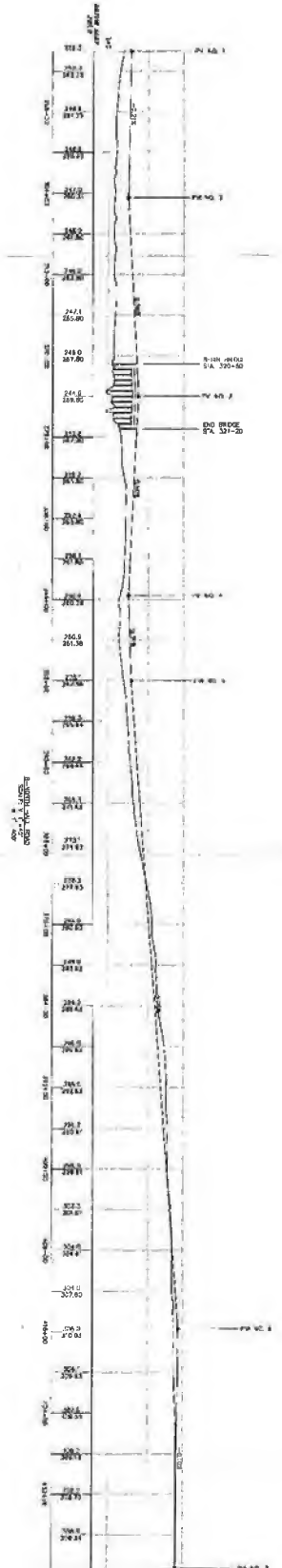
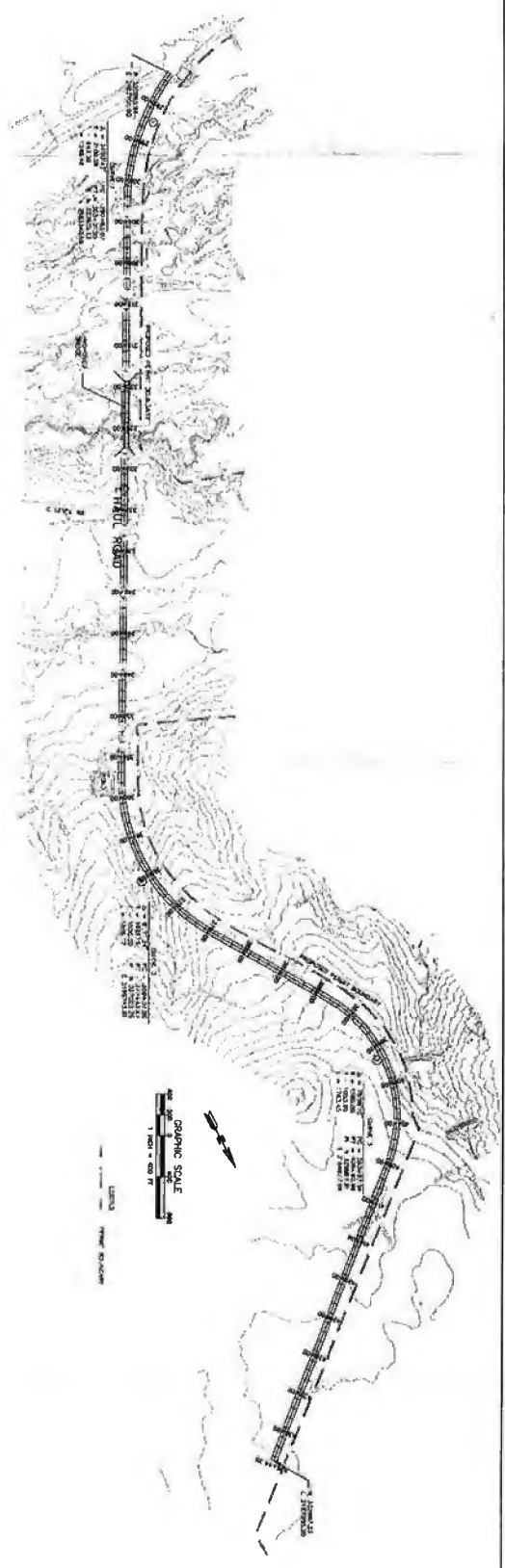
NOTES:

1. MINIMUM SURFACE GRADE SHALL BE 3.00%.
2. BIRDS ARE PLACED AS FOLLOWS:
STATIONS 290+00 TO 300+44.14 - LEFT AND RIGHT SIDE
STATIONS 300+44.14 TO 304+97.54 - LEFT SIDE
STATIONS 304+97.54 TO 308+48.66 - LEFT SIDE
STATIONS 308+48.66 TO 312+99.99 - LEFT SIDE
STATIONS 312+99.99 TO 317+50.00 - LEFT SIDE
STATIONS 317+50.00 TO 322+00.00 - LEFT SIDE
STATIONS 322+00.00 TO 326+50.00 - LEFT SIDE
3. WIDTH OF ROAD SURFACE VARIES FROM STATION 312+99.99 TO 317+50.00 AND FROM STATION 317+50.00 TO STATION 322+00.00. SEE PLAN VIEW FOR DIMENSIONS.

SAN MIGUEL ELECTRIC CO-OPERATIVE, INC.
SAN MIGUEL LIGNITE MINE
B-NORTH HAUL ROAD
TYPICAL DETAILS

MORRISON KNUDSEN
MINING GROUP
GULF COAST OFFICE
SAN ANTONIO, TEXAS

APPROVALS: DATE
DESIGNED BY: 1/28/73
CHECKED BY: 1/28/73
DRAWN BY: 1/28/73
SCALE: AS SHOWN
PROJECT NO.: 100-100
SHEET NO.: 1 OF 1



SECTION DATA

STATION	ELEVATION	GRADE	CUT	FILL	BRIDGE	CULVERT
0+00	200.0	2.0%	0.0	0.0		
0+20	202.0	2.0%	0.0	0.0		
0+40	204.0	2.0%	0.0	0.0		
0+60	206.0	2.0%	0.0	0.0		
0+80	208.0	2.0%	0.0	0.0		
1+00	210.0	2.0%	0.0	0.0		

11-1-13

SAN MIGUEL ELECTRIC COOPERATIVE, INC.
PLAN AND PROFILE
AND SECTION B-NORTH
HAUL ROAD

ROBINSON
 SAN MIGUEL ELECTRIC COOPERATIVE, INC.

Cade Harris

From: Adam Krabbenhoft
Sent: Tuesday, September 27, 2016 11:26 AM
To: Scott Engelmann; Cade Harris
Subject: FW: San Miguel New Pond
Attachments: Pond BN-2 Conceptual Design.pdf

From: Burris, Dave W.
Sent: Monday, September 26, 2016 12:16 PM
To: Adam Krabbenhoft
Subject: San Miguel New Pond

Adam

We have a drop structure off our haul road that allows water to drain off the permit boundary towards La Parita Creek. Lately, the runoff has contained excessive sediment and we have had a couple of occurrences where sediment has left the permit boundary. To remedy this situation, we are proposing to construct a new haul road pond where the drop structure is located to improve the capture of sediment.

Attached is a conceptual layout of the pond. Since the permit boundary runs along the haul road in this location, we will need to expand the permit boundary to incorporate the disturbance area needed to construct the pond. Because of this, an IBR will be needed. Can you let me know what tasks I need to complete to provide you everything you need to approve an IBR?

Thanks

Dave Burris
Reclamation & Permitting
San Miguel Electric Cooperative, Inc.
P.O. Box 280
Jourdanton, TX 78026
830-784-3408

Cade Harris

From: Scott Engelmann
Sent: Monday, October 17, 2016 5:46 AM
To: Cade Harris
Subject: FW: BN-2 Drop Structure Meeting
Attachments: BN-2 Action Plan.xlsx; BN-2 Checklist.xlsx; Oct 2016 Clean Out.pdf; Pond BN-2 Conceptual.pdf

FYI

From: Frisbee, Nellie
Sent: Friday, October 14, 2016 3:26 PM
To: Denny Kingsley
Cc: Travis Wootton; Scott Engelmann; mkezar@stec.org; Mike Nasi; Lisa Kost; Burris, Dave W.
Subject: FW: BN-2 Drop Structure Meeting

Denny,

This email is a follow up to San Miguel's meeting with Staff on Wednesday, 10/12/16. In this meeting, San Miguel also submitted a brief history of the BN-2 drop structure and a preliminary management plan in the form of a letter. Since the Wednesday meeting, San Miguel has reworked the sediment control at the BN-2 drop structure; attached are pictures of this recent cleanout and the way the sediment control looks today. As we discussed in the meeting, SMEC is preparing an incidental boundary revision (IBR) that will incorporate the area necessary to construct a sedimentation pond to replace the current sediment control. Also attached is the BN-2 Action Plan and Checklist. The Action Plan outlines the steps that will be taken in the field to ensure that the sedimentation structure functions properly until the pond is constructed and certified. The checklist will serve as documentation of the condition of the structures after rainfall events.

One item that was noted in the meeting was SMEC did not notify Inspection Staff when repairs were made in response to inspection reports. In the future, SMEC will make it a practice to inform Staff what has been done to respond to items noted in inspections. Our records show work was done on the BN-2 drop sedimentation structure by Kiewit and other contractors on July 27, 2015; January 29, 2016; March 10, 2016; July 21, 2016; August 3, 2016; September 27, 2016; October 11, 12 and 13, 2016. Photographs of the October 11, 12 and 13 repairs are attached, as mentioned above.

As discussed with your Staff on Wednesday, SMEC will host an on-site review of the IBR package prior to submittal so that Staff can tour the area that will be impacted by the revision. Our target is to have this pre-submittal meeting in mid-November.

If you have any questions, please feel free to call. Thank you for your time and consideration of this matter.

Sincerely,
Nellie

Nellie Frisbee
Fuels Manager
San Miguel Electric Cooperative, Inc.
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Jourdanton, TX 78026
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PROPOSED POND

BRIDGE

PERMIT BOUNDARY

PROPOSED PERMIT
BOUNDARY (+1.2 AC)

BN-2 DROP

WATERSHED (8.6 AC)

POND J

POND 7

[illegible]



10/10/16



10/12/16



10/14/16

**BN-2 Drop Structure
Sedimentation Structure Inspection List**

Date _____

Time _____

Rainfall Amount @ Ramp 10 _____ (In)

- ☐ Verify sediment level within hay bale ring at least 2 feet below tops of hay bales
- ☐ Verify water has not passed around hay bales
- ☐ Verify embankment slopes are vegated and not eroding
- ☐ Verify no gaps between hay bales exist that would allow water to pass through the structure without settling out
- ☐ Verify all silt fence is taut and is secured to a T-Post
- ☐ Verify sediment level at silt fence is at least 1 foot below top of silt fence
- ☐ Verify toes of silt fence are in place and tunneling of the silt fence is not occurring

Comments

BN-2 Drop Structure Action Plan

Kiewit's field engineer is responsible for a "weather watch". He will notify the superintendent if inclement weather is forecast.

A pre-weather inspection will be conducted, including all of the items in the BN-2 checklist

The superintendent on duty or the field engineer (is present) will observe the runoff during the rainfall event to see how the structure is performing. Photograph if safely possible.

After the rainfall event, the BN-2 Checklist will be completed by the Kiewit field engineer.

Within 48 hours of completion of the post-rainfall checklist, there will be a meeting between SMEC and Kiewit to evaluate the function of the structure and a plan, with a timeline, for completing any improvements or maintenance necessary.

All post-rainfall meetings will be documented, including attendees, all checklists will be saved, all improvements or maintenance will be tracked, photographed and documented.